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T O P S E C R E T 270622Z JAN 68 CITE [redacted] 25X1

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OXCART/BLACKSHIELD OPS

SUBJ: ANALYSIS OF BX6847

1. OUR ANALYSIS OF SUBJ INDICATES RATHER UNUSUAL ARTICLE PERFORMANCE DURING THIS MISSION. APPARENT CAUSE WAS HIGHER THAN NORMAL TEMPERAURES DURING INITIAL CLIMB AND ACCELERATION (MIN TEMP MINUS 12 DEGREES VERSUS USUAL MINUS 26 BETWEEN FL350 - 500) AND HIGH CRUISE TEMPERATURES (ESTIMATED 4-5 DEGREES ABOVE STD AS REFLECTED IN FLIGHT PLAN). TEMP PROBLEM ALSO CAUSED UNUSUAL DESCENT TO SECOND A/R.

27 JAN 68 07 04Z

2. WHEN PILOT REACHED ROLL-IN POINT AT POS 3, HE WAS AT 72.9M ALTITUDE WITH 43M FUEL REMAIN. FINAL FLIGHT PLAN AND BRIEFED ALTITUDE WAS 79.2M WITH 43.1M MFR. HE DECIDED TO UPTRIM EGT TO A MAX OF 320 IN ORDER TO GET MIN PENETRATION ALTITUDE AND ABOVE MIN FUEL (HANDBOOK PERMITS MAX EGT FOR EMERG OF 325 FOR ONE HOUR). ROLL-OUT OF TURN WAS ENTRY TO DENIED. HE BELIEVED HIS ONLY ALTERNATIVE WAS TO ABORT.

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Pls lay out plot and brief me your analysis

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3. AT EXIT DENIED HE REDUCED POWER AND DOWN TRIMMED TO 805 FOR THE EXTENDED TURN. AS HE APPROACHED REENTRY OF DENIED (BETWEEN POS 5 AND 6) HE INCREASED POWER AND WAS DISSATISFIED WITH RESPONSE SO AGAIN UPTRIMMED TO A MAX OF 820. AT POS 7 (SHORTLY AFTER EXIT DENIED ON SECOND PASS) HE WAS APPROX ON PROGRAMMED 19.5 FUEL REMAINING.

4. DESCENT WAS STARTED PRECISELY ON DTG 259 AS PLANNED, HOWEVER, AT FL600 HE REALIZED HE WAS AN EXCESSIVE DISTANCE FROM ARCP. POWER WAS INCREASED SLIGHTLY AND MAINTAINED UNTIL [redacted] BACK ON NORMAL DESCENT SCHEDULE. AT ARCP HE WAS JUST BELOW BINGO FUEL, HOWEVER, HE HAD TANKER AND OKINAWA IN SIGHT ALONG SAME FLIGHT PATH AND GOOD WEATHER, SO ELECTED TO MAKE CONTACT AND CONTINUE MSN.

25X1 5. [redacted] MADE HIS DECISION TO UPTRIM BASED ON HIS COCKPIT VIEW OF SITUATION. IT APPEARS IT WAS A CORRECT ONE EVEN THOUGH IT MAY COST US SOME EXTRA WORK. IT WOULD BE DIFFICULT TO DETERMINE THE OUTCOME HAD HE NOT UPTRIMMED BUT AN ABORT WOULD HAVE REALLY HURT.

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6. ONLY SUGGESTION WE HAVE WOULD BE TO EXAMINE FEASIBILITY OF PLANNING OVERFLIGHT LEGS AT 3.1 MACH WHEN AOB IS LIGHT AND FUEL RESERVES MINIMAL. THIS WOULD GIVE THE PILOT AN OPTION OF INCREASING MACH TO IMPROVE PERFORMANCE SOMEWHAT.

7. POSTFLIGHT CHECKS ON THE ARTICLE AND PILOTS COMMENTS SHOW THAT THE AIRCRAFT PERFORMED WELL THROUGHOUT THE MISSION EXCEPT FOR THE UNSTART ON THE LAST PASS.

8. BELIEVE YOU HAVE SUFFICIENT INFORMATION FROM THE SCDM AND FINAL COMPUTER FLIGHT PLAN TO FINALIZE YOUR ANALYSIS OF THIS MSN.

9. WE SUPPORT THE PILOT'S JUDGEMENT IN UPTRIMMING THE ENGINES TO MAKE HIS FIRST PASS GOOD. WE QUESTION THE NEED TO UPTRIM FOR THE SECOND PASS IN LIGHT OF AOB ETC., BUT HERE AGAIN HE WAS ATTEMPTING TO MAKE GOOD A PLANNED PROFILE.